

HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 U. S. Army

LCA/EM/hob

319.1

22 September 1944

SUBJECT: Narrative Mission Report

TO : Commanding General, 55th Bombardment Wing (H),
APO 520, U. S. Army

1. On 22 September 1944, twenty-eight (28) B-24 a/c plus three (3) spare B-24 a/c took off at 0755A hours to bomb Oberweissenfeld BMW Buildings at Munich, Germany.

The thirty-one (31) a/c formed into two (2) attack units, the first attack unit being led by Lt. Colonel Elvin F. Goodyear, Deputy Group Commander, and the second by 1st Lt. Charles F. Fowler, Flight Leader of the 778th Bombardment Squadron (H).

2. Group form up and wing rendezvous were made as briefed without incident.

3. One (1) spare and three (3) other a/c returned early:

- (a) A/C No. 42-50962 a spare a/c turned back at 41°40'N-16°20'E at 0942A hours due to loss of #1 engine-jettisoned bombs at 41°30'N-16°20'E.
- (b) A/C No. 42-95364 turned back at 45°30'N-12°40'E at 1105A hours due to oil pressure on #4 engine dropping to thirty-five (35) pounds and prop ran up to 2700. Could not hold altitude without using excessive power. Jettisoned bombs at 1120A hours at 44°48'N-13°18'E.
- (c) A/C No. 42-74618 turned back at 41°55'N-16°20'E at 0943A hours because intervalometer burned out after takeoff could not toggle or release, was told to return by Group Leader.
- (d) A/C No. 42-52522 turned back at 1050A hours at 44°10'N-14°00'E due to losing #3 engine. This engine developed an oil leak and oil pressure went down to seventy-five (75) pounds and was smoking heavily necessitating feathering the prop.

4. Twenty-seven (27) a/c were over the target at 1245A

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Ltr Narr Mission Ent, contd

hours (briefed target time 1222Z hours) and twenty-five (25) a/c dropped sixty-two and one half (62½) tons of 500 pound FFX bombs (.1 nose and .01 tail fusing) from 23,400 feet.

Two (2) a/c (early returns) jettisoned five (5) tons of bombs for reasons outlined in paragraph No. 3 (a) and (b).

Four a/c returned ten (10) tons of bombs to base; two (2) early returns brought back five (5) tons for reasons outlined in paragraph No. 3 (c) and (d), one (1) a/c returned two and one half (2½) tons because bomb bay doors would not open, and one (1) a/c returned two and one half (2½) tons due to intervalometer malfunction.

Recapitulation of Bombs

25 a/c dropped on target	62½ tons
2 a/c jettisoned	5 tons
4 a/c returned to Base	10 tons
31 a/c accounted for	77½ tons

Bombing was by V.F.F. due to haze, smoke screen and 8/10 cloud cover over the target.

Bomb strike photos show no visible hits on the primary target, which is almost completely cloud obscured. Very numerous hits are on the Munich/Oberwiesenfeld Airdrome one half mile west of the briefed MPI. A majority of the bombs dropped blanket the landing area from the northeast to the southwest corner. There were near misses on the hangers at the northeast, west, and southwest edges of the field. Cloud cover prevents assessment of possible additional hits on the power plant located off the southwest corner of the airdrome.

5. The Group Leader used C-1 automatic pilot. The leader of the second attack unit did not use the C-1 as it was inoperative.

6. Flak at the target was reported from M to IAH. Some crews reporting M to IAH depending on their position in the formation. Black, red and white bursts were observed. Time in flak was from four (4) to five (5) minutes.

Flak was observed at the following locations

45°40'N-12°15'E	SH
Berchtesgaden	SH
	Also smoke screen
Traunstein	SH
	Also smoke screen

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Ltr Narr Mission Rpt, contd

Treviso

SH

The wing formation passed over flak position at (45°32'N-12°44'E) on the Coast of Italy without drawing any fire from the defense at that point.

7. Rendezvous was made with thirty-two (32) P-38 a/c at 1030A hours at (44°10'N-14°00'E) and with fifteen (15) P-51 a/c at 1022A hours at (45°30'N-12°40'E). The P-38 a/c were from the First Fighter Group and the P-51 a/c from the 332nd and 52nd Fighter Groups. The P-38 a/c were last observed at 1358A hours at (44°40'N-13°20'E). The P-51 a/c were last observed at 1355A hours at (44°55'N-13°38'E).

8. Weather at base on takeoff was 4/10 altocumulus, base 15,000 feet with strato cumulus, tops 8,000 feet. Visibility 15 miles.

Over Adriatic 2/10 cirrus at 25,000 feet and 4/10 to 6/10 strato cumulus, tops 10-12,000 feet.

2/10 cirrus and 3/10 to 10/10 altocumulus over Alps, tops to 18,000 feet.

Over target 8/10 altocumulus, tops 14-16,000 feet. Visibility 15 miles in haze.

On return, similar conditions - general decrease of strato cumulus over south Adriatic.

6/10 altocumulus, tops 13,000 feet on return to base and 3/10 cumulus, tops 6,000 feet. Visibility varied from 15 miles to unlimited.

9. A/C No. 42-25355 landed safely at Pescara with one engine out.

Eight (8) a/c were damaged, one (1) of which will be inoperative for more than twenty-four (24) hours.

10. The following observations were made by returning crew members:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1200	(47°43'N-12°50'E)	23,000	Smoke screen with 30/50 generators.
1315	(41°37'N-15°45'E)	5,500	B-24 a/c landed in friendly territory in a field.

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Ltr Narr Mission Rpt, contd

1116	(45°30'N-12°42'E)	21,000	Large transport vessel approximately 12,000 tons, two (2) stacks headed East, three miles from shore-vessel painted white
1207	(47°53'N-12°38'E) Traunation	23,000	Very effective smoke screen-generators on N-NW and W of City- over fifty (50) generators.
1330	(46°05'N-13°14'E)	19,200	Five (5) landing grounds under construction in the Udine area.
1211	Salsburg	23,200	Smoke screen over city.
1253	Rosenheim	23,300	M/Y - 100 Wagons.
1130	(45°57'N-12°50'E)	23,000	Thirty-five (35) hangar type buildings which looked new at East end of A/D located one (1) mile East of Carsara.
1100	(45°04'N-13°33'E)	19,000	Eleven (11) freighters.
1330	(45°57'N-12°50'E)	18,000	M/Y - Full of wagons.

11. Route was flown as briefed. Track Chart showing route flown inclosed.

12. Twenty-six (26) a/c landed at this base between 1522A and 1550A hours.

13. Seven (7) a/c attempted photographs. Selected print inclosed.

14. A B-17 a/c joined the formation after the target and returned to the Spur of Italy when last seen. Crews described the a/c as having a black Y on a white background.

15. A smoke screen was reported by crews at the target, which combined with haze and cloud coverage made visibility on the approach difficult. Generators were reported both East and West of target area. Photographs, however, do not show any generators in operation.

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Ltr Narr Mission Rpt, contd

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

- 2 Incls:
- Incl 1 - Track Chart
- Incl 2 - Selected Print



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